M.R.O. 1—77,000—8-6-37.

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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 483, 484	2781	Press / Mis.
Dated	26. 11	1872.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Deparment,
26th November 1872.

No. 433. Read the following letter from the Superintending Engineer, 8th Division, to the Secretary to Government, Public Works Department, dated Madura, 4th November 1872, No. 3,588 :—

I HAVE the honour to forward, for the consideration and for the early orders of Government, the enclosed letter No. 459, dated 23rd October 1872, from the Executive Engineer, Dindigul Range, giving cover to certain correspondence which has taken place between himself and the Chief Engineer for Irrigation regarding the road from the head of the Goodaloor Ghaut to the site of the proposed dam on the Perryaur.

2. Captain Pennycuick explains how the correspondence in question originated, and he wishes to put an end to the same for reasons which I consider highly proper.

3. I have given the papers forwarded to me by Captain Pennycuick my careful consideration, and I quite concur with you in considering it highly advisable that the road in question should be taken on the line indicated by you, so as to avoid crossing the waterspread of the lake.

4. You will observe, however, that in paragraph 9 of his letter Captain Pennycuick points out that the main Madras and Travancore "road has been neither made, traced, nor surveyed, nor is likely to be for some time to come, and that the portion of it between the frontier and the branch to the dam (which in this case would be at least four miles) would have to be constructed by the Madras Officers."

5. As the Travancore Government have put so great a pressure upon the British Government in connection with the construction of the Goodaloor Ghaut, I would suggest that that Government be called upon to allot the necessary funds at once for making four or five miles of the road on the Travancore side during the present working season, and that they be informed that such assistance as they may require in this connection for laying out the trace, etc., will be afforded by the Madras Government.

Vide G. O., No. 71, dated 8th February 1872.

6. If only on sanitary grounds it appears to me highly advisable that no time should be lost in making a clearance of the jungle for the road in question. This rank vegetation about that dank morass called Tullamullacolum in the Ordnance Map is in its present state a hot bed of fever, and the sight of the scattered bones of men that have been killed there by tigers is, to say the least, not encouraging. At present the ghaut that is being made by us may be said to lead nowhere, and it requires no further comment from me, I should hope, to show the necessity for the opening up of the jungle, at the spot in question, with all possible despatch.

7. I have, therefore, the honour to request the favour of the early instructions of Government on this point, and on the various other points raised in Captain Pennycuick's letter.

Proceedings of the Madras Government, Public Works Department, 26th November 1872.

From Captain J. PENNYCUICK, R. E., Executive Engineer, Dindigul Range, to the Superintending Engineer, 8th Division, dated Camp at Cumbum, 23rd October 1872, No. 459.

From Chief Engineer for Irrigation.
No. 154 of 16th August 1872.
„ 227 of 12th October „
(Originals.)
From Executive Engineer, Dindigul Range.
No. 308 of 24th August 1872.
(Copy.)
One tracing of Perryaur lake.

I HAVE the honour to enclose certain letters that have passed between the Chief Engineer for Irrigation and myself regarding the road from the head of the Goodaloor Ghaut to the site of the dam on the Perryaur.

2. In July last I wrote demi-officially to Major Oakes asking for a trace of the portion of the Perryaur lake in the neighbourhood of this road, which he sent me officially with the first of the letters now enclosed. In my reply, I made certain suggestions as to the trace, and on the 21st instant received the second letter, No. 227 of 12th instant.

3. As it is evident that some further discussion will be necessary before the questions therein raised can be settled, and as it does not seem proper for me to be keeping up a direct correspondence with the Chief Engineer for Irrigation, I now forward the papers to you for disposal.

4. You will observe that Mr. Smith proposes to take the road nearly along the line of the 125′ contour, and that I suggested a more direct and much shorter route.

5. Major Oakes agrees with me as to the advisability of abandoning this route (for the idea referred to in paragraph 2 of his letter that this is "likely to be more advantageous and economical than any other" hardly needs reply), but considers that it would be unadvisable to cross the waterspread of the lake, and proposes a new trace first suggested by Colonel Walker.

6. Colonel Walker's great experience in work of this kind renders his advice specially valuable, and it is highly probable that if the saddle at the head of "Nattaman's"* valley is not too high, the route suggested (on the understanding that the lake is not to be crossed) is the best that can be taken.

* Or 'Nautmannims" as it is marked on the Ordnance Map.

7. My knowledge of this part of the Perryaur valley is too superficial for me to give an opinion on this point. Lieutenant Greer thinks the saddle is not likely to be much less than 500 feet above the Perryaur datum, but is by no means positive about it, and I have asked him to ascertain by means of the aneroid barometer the heights of this and other saddles in the neighbourhood.

8. However this may be, it is evident that the total distance from the head of the ghaut (and consequently from Cumbum and Periacolum) to the site of the dam is likely to be greater by this route than by the one which I first recommended.

9. *The branch from the main Madras and Travancore road* would, however, very likely be shorter, and it is possible that this consideration may have influenced Colonel Walker's opinion. In this case it is necessary to observe that this main road has been neither made, traced, nor surveyed, nor is likely to be for some time to come, and that the portion of it between the frontier and the branch to the dam (which in this case would be at least four miles) would have to be constructed in the first instance by the Madras Officers.

10. The portion so constructed will, of course, be useful in future years, and may possibly be paid for by the Travancore Government, and no doubt it will be an advantage to construct as small a length as possible of branch road which will be practically useless after the completion of the Perryaur works; but it is doubtful whether this advantage will be so great as to compensate for an addition to the distance which the stores required for these works will have to be carried.

11. I ask attention to these points in order that Lieutenant Greer and myself may receive clear instructions as to the principle on which we are to act in selecting the line for this road; whether that is we are to try for the best possible line from the head of the ghaut (and the Madura District) to the site of the dam, subject only to the condition that the road is not to be submerged during the progress of the works, or whether it is to be subject to the further condition that it is not to cross the waterspread of the lake.

12. The other question raised in the correspondence forwarded, namely, as to the width of the road is so entirely one of opinion, that any further argument on my part would be out of place. I may, however, be permitted to observe that I hope it will be found practicable by careful construction and proper drainage to save the road from being "considerably" injured during each monsoon.

13. It is to be hoped that some allotment will shortly be made for the purpose of tracing this road, for it is quite impossible to do anything useful even in the way of exploring without more labour than that of the four lascars referred to in paragraph 4 of Major Oakes' letter.

No. 434. ORDER THEREON, 26th November 1872, No. 2,781.

CIVIL WORKS, No. 23.

THE main question referred to in this correspondence has already been disposed of in paragraph 2 of G. O., No. 2,535, dated 29th October. Lieutenant Greer will be instructed to confine his researches to the connection of the dam site with the nearest point of the road from the ghaut head to Peermade, without crossing the waterspread of the reservoir.

2. The Travancore Government are understood to be steadily pushing on with their portion of the road eastwards from Peermade. But their attention will be again drawn to the subject with a view to its special notice by their Chief Engineer, when his duties call him in that direction.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Superintending Engineer, 8th Division.
,, Resident Travancore and Cochin.

Exd. E. C. Shunker.

P. W. 1877 Depart[ment] Pro: of Govt. 9th Nov. No. 3588.

From No. 5422.

The Supt. Engineer
8. D.

To

The Secty to Govt.
P. W. D.

Dated 4 }
Recd. 7 } Novr. 72

En: 1.

Forwards for early orders of Govt. a copy of Captn. Pennycuick's letter regarding the road from the head of the Goodaloor Ghat to the site of the proposed dam on the Periar, with certain observations.

No. 2781 - 26th Nov/72

No. 433

C 15 Novr 72 R 18th

2781 Public Works Department

Civil Works

Proceedings of the Madras Government.

Read the following. -

From,

The Supg. Engr. 8th Dn. { A.C. No. 3588 d/4th November 1872 }

The main question referred to in this correspondence has already been disposed of in para 2 of G.O. No 2535 dated 29th October. Lieut. Greer will be instructed to confine his researches to the connection of the Dam site with the nearest point of the

W. E.

road from the Ghaut head to Kermade, without crossing the waterspread of the Reservoir.

The Travancore Government are understood to be steadily pushing on with their portion of the road eastwards from Kermade. But their attention will be again drawn to the subject with a view to its special notice by their Chief Engineer, when his duties call him in [illegible] that

I am in communication with Mr. Barton, who expects to visit the works in December.

I propose also sending Lt. Col. [illegible] to the locality immediately on his taking up his appointment.

[illegible]

that direction.

E.M.W.

25
2

7 To The Superintending Engineer 8th Dn.
" Resident of Travancore & Cochin
" Chief Engr. for Irrn.
" Dept. Engr. of Ports & Commns.

Despd. 27/11/72

(3)

To the ... Esq.

C 15 Norfolk Oct. 18th

1-2-08√

No. 5422

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Superintending Engineer

8th Division

Dated

Recd. Encl. 1

G. O. 26th Nov 1872, No. 2781.

Nos. 433 & 434

Road from the head of the Gradualore Ghaut to the site of the proposed Perryaur Dam. Passing orders on letter from the Supdg. Engr. of the 8th Dn. regarding instructions on certain points in connection with the road from the Ghaut head to the proposed Perryaur dam.